

ATHLETIC CELEBRATION JULY 3rd AND 4th,

BIG STONE GAP, VIRGINIA.

League Base Ball.
Athletic Field Sports.
Tennis Tournament.
Riding Tournament,
Local Knights in uniform.
Riding and Driving Contests.
Saddle Ring.
Bicycle Races.
Cavalry Charge.
Amusements of All Kinds.

Uncle Sam's Crack Cavalry Regiment.

Colonel James Parker, Commanding the 11th U. S. Cavalry, is one of the most distinguished officers of the service. Joining the 4th Cavalry in Texas in 1876, he took part in the operations under General Mackenzie against the Kickapoos in Mexico, and served against the Apaches in Arizona and Sonora. Became Captain in the 4th Cavalry in 1888, made Lieut-Colonel 12th N. Y. Infantry in 1898. During 1899 served with the 4th Cavalry in the Philippines, and in August of that year became Lieut-Colonel of the 45th U. S. Infantry. At Vigan, Ilocos, Norte, he withstood an attack of 1500 Filipinos under Gen. Tino, with a force of 150 men, largely of the 33rd Infantry, a regiment raised in Texas six months before. For gallantry in this action was granted the Medal of Honor, the highest military decoration. In 1900 he took part in the Cavite, Batangas and Camarines campaigns, becoming Lieut-Colonel of the 13th Cavalry, after the close of the Philippine war. In 1907 he became colonel of the 11th Cavalry, joining the regiment at Pinar del Rio, Cuba, and has since commanded that organization.—Texas Field and National Guardsman.

Captain M. W. Rawell, 11th Cavalry, commanding Troop D, will be in command of the Cavalry maneuvers.

Good Bands, 2; possibly 3.
Good Restaurant on grounds.
Pony Races.
Golf Driving.
Water Sports
with horse and men.
Mine Rescue Contests.
Many Wonderful Feats of
Horses and Riders.
Several Horse Races.
Automobile Show.

Several other Features in keeping with the athletic spirit for 4th of July celebration are contemplated. Definite information will be given later. Any athletic contest desired by public will be added on request with names of two or more entries; either men or animals.

MRS. J. W. KENNEDY DIES

Mrs. J. W. Kennedy, who had been in poor health for several months, died at her home near the V. & S. W. depot Wednesday evening about ten o'clock, and was buried at East Stone Gap Friday morning. The funeral services were conducted by Rev. J. W. Rader presiding elder of the M. E. church, South, of the Big Stone Gap district, assisted by Rev. W. H. Wampler, of East Stone Gap, from the Methodist church at that place, of which Mrs. Kennedy had long been a member.

There were present of the immediate family of the deceased her three sons, R. E. Kennedy, and P. H. Kennedy, of Big Stone Gap, J. B. Kennedy, of Dickinson County. The eldest son, Prof. W. T. Kennedy, of Umatilla, Fla., was unable to be present. Of Mrs. Kennedy's daughters, Mrs. Wheeler, of Clarkdale, Miss., was too ill to travel, but Mrs. Compton, Mrs. Lane and Mrs. Bird, all of whom live at this place, were present, as well as a number of grandchildren.

Mrs. Kennedy was the mother of nine children, eight of whom survive. There are twenty-four grandchildren and four great-grandchildren of this worthy lady, most of whom live in Big Stone Gap.

Previous to her marriage to J. W. Kennedy in 1855, Mrs. Kennedy was Miss Martha A. Wolfe. She was born in North Carolina on March 22, 1836, but her parents soon moved to Washington county, Virginia, where her girlhood was spent. In 1850, she came to this section (which was then a part of Lee county) and lived here until the day of her death. Her husband, whose death occurred fourteen months ago, and one son, James, preceded her to the Great Beyond.

In his comforting talk at the

church Friday morning, Rev. Rader paid a touching and beautiful tribute to the memory of his own mother, whose death occurred at this place nearly two years ago, and spoke of the exemplary life and the many virtues of the deceased. Rev. Wampler, a lifelong friend and neighbor, two of whose daughters married into the Kennedy family, also paid tribute to the high character and irreproachable life of Mrs. Kennedy as a friend and neighbor.

The pall-bearers were L. B. Jesse, G. E. Gilly, W. J. Rogers, M. C. McCorkle, W. M. Durham and S. P. Fleenor, all of this place. Among those who went out on the V. & S. W. or by private conveyance from this part of town to attend the burial were Rev. J. W. Rader, Mr. and Mrs. M. C. McCorkle, Mrs. M. R. McCorkle, Mrs. H. A. W. Skeen, Mrs. L. C. Taylor, Mrs. S. A. Bailey, Mrs. R. D. Baker, Mrs. R. D. Morrison, Miss Mayne Perry, Miss Maggie Gilly, G. E. Gilly, C. F. Blanton, L. O. Pottit and J. P. Wolfe, Mr. and Mrs. E. A. Compton and Miss Lily Guthrie.

GREAT TIME FOR SAMPLE COAL CARGOES

British Strike Gave Best Chance Ever Known For Coal Shipments to Foreign Ports

The Coal Trade Journal says: Now that the British strike is over and the miners have returned to work, the question naturally arises "What has been the direct benefit to American coal producers?" for it is certain that the mine operators on this side of the ocean never had a better opportunity to prove the real value of their product to foreign buyers than during the month of March.

Shortly after the strike was announced a large number of steamers from foreign ports arrived at American wharves for supplies of coal which they had formerly received from English producers, and active conditions prevailed at Hampton Roads and Baltimore. At one time it is said that over a hundred foreign steamers were counted in Hampton Roads, all waiting to be loaded up and start on their journeys across the ocean. In fact so heavy was the demand at the loading ports in question, during the short period which the strike lasted, that records were broken for quick loading at the railroad piers.

Coal was shipped to countries which had never received attention from United States producers to any great extent, such as Holland, Argentina, Egypt, etc., places where, as a rule, Welsh coal had previously been used. Numerous inquiries were received also from dealers in other places who were not able to keep up with their contracts owing to the scarcity of English coal, and looked to America as the next

source of supply. While South America has always been looked on as a probable market for our coal, the tonnage shipped in that direction was never very important and the recent heavy tonnages forwarded to ports in that section may be the forerunner of an increasing business.

It must be said for those bituminous companies which shared in the recent flurry of foreign business that they followed a wise policy prepared in the best possible manner before placing it on board the outgoing steamers. Heretofore it has often been the custom for our producers to load all kinds of "junk" on transatlantic steamers, believing that they could dispose of anything to the foreigner, but they have used a little more discretion this time and it is probable that the results will prove the value of the policy. As South America was practically a new field, as is mentioned above, the careful preparation of the coal sent into that territory may have a beneficial effect in the American market in the future and hold the trade of those who gave our coal a trial during the recent British strike.

The southern coals having established a name for themselves in the European markets prior to the strike, naturally led the people on the other side to at least give them a trial when such an opportunity arose and it now remains to be seen to what extent the coal has "made good." Practically all of the coal shipped to foreign ports was of course from the West Virginia fields, Pocahontas and New River brands having been pushed considerably in the foreign markets during the past couple of years.

Many of the contracts placed during the recent strike call for delivery during the spring and summer months, so that the dealers who were lucky enough to land them well feel the beneficial effects for some little time even though the British miners have all returned to work.

No better opportunity has ever been offered the American producer to advertise his coal by its quality, and whether our producers continue to receive orders from those whom they recently supplied with coal during the British coal strike remains to be seen. It is an interesting question and we feel sure that all who are interested in the success of the industry will hope for an answer in the affirmative.

Field Day at Emory and Henry.

Emory, Va., May 23.—The annual field day at Emory and Henry College was held on Saturday, having been postponed until this time because of the excess of rain. Unusual interest was manifest throughout the contests owing to very sharp competition among certain men. The program of the day, together with the winner

of each event and his record, is given below:

Standing broad jump—Won by Nickels, 10 ft., 2 1/2 inches.

Running broad jump—Won by Crowe, 21 ft., 4 3/4 inches.

Standing high jump—Tied by Nickels and Fielder, 53 inches.

Running high jump—Won by Nickels, 63 inches.

Hurdle Race—Won by Crowe, time 14 seconds, 100 yds.

Pole Vault—Won by Dyer, 8 ft., 11 inches.

100 Yard Dash—Won by Crowe, time, 10 seconds.

Shot Put, (16 lbs.)—Won by Nickels, 33 ft., 6 inches.

220 Yard Dash—Won by Crowe, time, 25 seconds.

Hammer Throw, (16 lbs.)—Won by Nickels, 75 ft., 5 inches.

1 Mile Run—Won by Crowe.

Total number of points won—By Nickels, 31; by Crowe 30.

Nickels was thus declared All-Round Athlete for the year.

A National Exposition Of Conservation

Washington, D. C., May 25.—An exposition of national scope the purpose of which is to promote the conservation of our natural resources, is to be held in Knoxville, Tennessee, in September and October, 1913. It is to be known as The National Conservation Exposition, and while it is to be open to all parts of the country, its special field will be the development of the Southern States. An Advisory Board of leaders in the various branches of conservation work, with Gifford Pinchot at its head, has been formed as part of the Exposition Company's organization, and is now at work formulating detailed plans for the exhibits. Each department of Conservation is represented on this board by one or more experts in that field.

The Conservation Exposition is an outgrowth of the Appalachian Exposition, which has been held at Knoxville for the past two years. During that time an exposition plant and equipment has been built up which will serve as a valuable nucleus around which the national fair is to be built. This plant comprises a part of one hundred acres, in which are two artificial lakes and several excellent buildings. This and all other property of the Appalachian Exposition Company has been taken over by the National Conservation Exposition Company, which has made application for a charter providing for a capital stock of one million dollars.

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Schedule in Effect June 11, 1911

LEAVE NORTON—6:30 a. m. for Lynchburg and intermediate stations. Pullman sleeper Bluefield to New York via Hagerstown, and Pullman sleeper Roanoke to Richmond and Norfolk. Also connections at Bluefield with trains Westbound Pullman sleeper to Cincinnati and Columbus.

LEAVE NORTON—2:30 p. m. for points North, East and West.

LEAVE BRISTOL—Daily, 6:45 a. m. for East Radford, Roanoke, Lynchburg, Petersburg, Richmond and Norfolk. Pullman sleeper Roanoke to New York via Hagerstown and Harrisburg. Pullman Parlor Car to Richmond.

5:15 p. m. for Norfolk and intermediate points, Pullman Sleepers to Norfolk.

1:32 p. m. and 7:35 p. m. (limited.) Solid trains with pullman sleepers to Washington, Baltimore, Philadelphia and New York via Lynchburg. Does not make local stops.

12:15 p. m. daily for all points between Bristol and Lynchburg. Connects at Walton at 5:10 p. m. with the St. Louis Express for all points west and northwest.

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Judge T. M. Alderson, Wise, Va.

Judge G. W. Kilgore, Wise, Va.

Alderson & Kilgore, Attorneys-at-Law,

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